

## **REMARKS**

It has been noted by the Applicant that the outstanding Office Action indicates that claims 5,6,12,17 and 18 are objected to as being dependent upon the rejected base claim, but would be allowable if re-written as indicated by the Examiner.

It is respectfully considered that the Examiner's rejection of claims 1-23 under 35 USC 112, second paragraph, as being indefinite, is moot in view of the claims amendment provided in the Response.

In the Office Action, claims 1,2,7,10,13,14,19 and 22 have been rejected under 35 USC 102(b) as being anticipated by US Patent 5,933,100 to Golding for the reasoning provided in the Response.

Claims 3,4,8,9,15,16,20 and 21 have been rejected under 35 USC 103(a) as being obvious over the Golding patent, in view of US Patent 5,710,702 to Hayashi et al.

Claims 22 and 23 have been rejected under 35 USC 103(a) as being obvious over the Golding patent, in view of US Patent 5,508,917 to Siegle et al.

Applicant respectfully considers that the above discussed rejection of the claims is also moot in view of the claims amendment provided in the Response.

Applicant wishes to bring to the Examiner's attention that the new independent claim 25 incorporates features of previously recited in the original claims 5 and 6 indicated in the Office Action as being allowable.

The new independent claim 25 has been drafted to more clearly define the essential features of the invention. In particular, claim 25 refers to the elements of the

invention discussed by the originally filed application (see from page 9, line 32 to page 10, line 4). According to the invention, when “other road or area” is situated too close to the selected (toll) road, the rectangular digital segments become narrow to exclude such other road from the recording. At the other locations of the selected roads, the widths of the rectangular digital segments may be greater. This enables the invention to better accommodate curved sections of the selected road and keep required storage capacity to a minimum by maximizing the segment size.

In order to further reduce the storage capacity, the selected roads are subdivided into sections, which may, for example, extend from one exit to the next. Preferably, the length of the rectangular segments is the same as that of all sectors of one such section. Thus, the invention provides a minimum of segments allowable by the geometry of the selected road.

When the vehicle coordinates enter such digital rectangular segment, recording is started. The recording is discontinued, when the vehicle coordinates leave that segment. This recording involves, for example, the counting of the sector, which, for the section involved, represents a certain distance on the selected road. These counts are transmitted to the recording means, which, for example, can calculate the toll.

In the Applicant’s opinion, the above-discussed elements have not been disclosed by the cited references.

US Patent 5,933,100 to Golding relates to an automobile navigation system and provides information related to the traffic jams or the like to a central database, and automatically updates such database. The central database communicates with its navigation system provided on board of a vehicle. The vehicle has a GPS-sensor which provides actual position. The navigation system leads the vehicle along the optimal path from a starting point to a desired destination. The navigation system communicates with

the data base by transmitting to the database the time required to cover the various sections of the route of the vehicle. If the time required for a particular section, e.g. from one intersection to the next, is unusually long, the database is corrected accordingly. When computing the optimal route for another vehicle, the database can take this delay into account so as to propose another route. Thus, there is provided a two-way communication. The database receives from vehicles information about delays in traffic, and it transmits this information to vehicles.

Contrary to disclosure of the present invention, the Golding reference is not interested and does not identify different types of roads, such as, for example, toll roads verses toll free roads, selected roads verses other roads and areas. Obviously the Golding reference does not teach that vehicles on the selected roads are being recorded and vehicles on the other roads and areas are not being recorded.

In the Golding reference, there is no stored road map. In the invention, the stored road map data is further distinguished by comprising digital information representing rectangular segments overlying the selected roads represented by the road map data and having the lengths extending substantially in the direction of the selected roads and the widths extending substantially transverse to the direction of the roads. Accordingly, in the Golding reference there is no disclosure of the width being variable along the selected roads, so as to exclude from the segments the other roads and areas, in which said vehicle is not being recorded.

The Golding reference further does not teach means for activating recording of a vehicle substantially after the coordinates represented by said coordinate signal enter one of said digital rectangular segment and does not teach means for de-activating recording of said vehicle upon the coordinates represented by the coordinate signal leaving the rectangular signal.

Accordingly, the Golding reference not only teaches a device, which functions quite differently from the invention, but also does not disclose the essential features of the new independent claim 25.

US Patent 5,710,702 Hayashi relates to prepaid tool cards from which tool is deducted when the vehicle passes a tool gate. Data is provided about the distance which can be covered upon removing of the card. The Hayashi reference provides an apparatus for transmitting information for a vehicle and notifies a user of a range which can be reached by a vehicle with the present balance in a card. The vehicle-mounted device transmits a response upon receiving an inquiry signal from a road device. If it is determined from the basis of the signal from a road device that the vehicle passes through an entrance gate or an exits such gate, the present value is calculated upon the basis of vehicle type information stored, balance information and tool table. Obviously, the Hayashi reference has very little in common with the device of the present invention.

Applicant respectfully considers that the claims currently of record in the application are patentable with regard to the Hayashi or Golding references whether taken singly or in combination.

US Patent 5,508,917 to Siegle, et al. provides a vehicle and destination guidance system wherein a destination can be imputed by entering the destination and the street in clear language into a vehicle device. The vehicle device is in communication with a beacon device in which additionally streetnames are stored. Upon demand by the vehicle device, the beacon selects the associated destination coordinates and transmits them to the vehicle device.

The Siegle reference, similar to the Golding and Hayashi references, discussed hereinabove, does not disclose the invention, as recited in the claims currently of record in the application.

Applicant further considers that the references provided in the enclosed Information Disclosure Statement also do not teach the invention as currently claimed by the application.

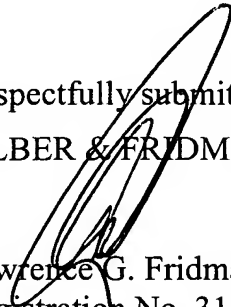
The conclusion is inescapable that the present invention as recited in the newly submitted claim 25 is patentable over the cited prior art references. New claims 26 to 32 are dependent upon allowable independent claim 25. These claims are not considered independently patentable subject matter and also should be allowable.

The method claims 33 and 34 also include the subject matter which has been discussed here and above and also should be allowable.

Applicants have made the best faith effort to place the application in condition for allowance. However, if any issue raised by the PTO has inadvertently been left unanswered, the Examiner is authorized to call the undersigned at the telephone number indicated below.

Early Examination of this Application is respectfully requested in view of the above Amendment and Remarks.

Respectfully submitted,  
SILBER & FRIDMAN

  
Lawrence G. Fridman  
Registration No. 31,615  
Attorney for Applicant

1037 Route 46 East, Suite 207  
Clifton, New Jersey 07013  
Telephone (973) 779-2580  
Fax (973) 779-4473  
Response01\_419